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Hongkong, 1st April, 1910.

[a135]

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HONGKONG OFFICE: 10A, DES VOUX ROAD C

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The Daily Press.

HONGKONG, APRIL 8TH, 1910.

A DISCUSSION of interest to Hongkong is
proceeding at Home among those interested in
shipping on the subject of Suez Canal
dues, and, whether intended as a threat in
the hope of securing desired reductions or
put forward as a serious proposal, the
revival of the Cape route is being suggested.
That such a course should even be contemplated
indicates that the grievance is acutely felt, for it must be obvious that steamship
companies and owners would not consider the
use of the long sea route in preference to the
waterway which shortens so many long journeys were it not that there was
some prospect of gain, and the fact that
there is such a possibility is sufficient to call
for some inquiry. The case for the ship-
owners was succinctly and clearly expressed
by the President of the United Kingdom
Chamber of Commerce the other day when
he pointed out that the present rates were
a deterrent to the use of the Canal, and his
remarks were certainly ominous when he
declared that "rather than incur the heavy
charges levied upon passing through the
canal" many steamship companies and
owners were using the long sea route
by way of the Cape. His address helps
to call attention to the fact that it is not
an unusual thing, even in these days when
speedy transit and quick delivery of
goods have become a sine qua non, for
steamers to go out or return from the East
by way of the Cape. There are regular
lines engaged in the Australian trade which

never use the Suez Canal at all; and there
is a service of vessels, chartered for the
long voyage to Australia outward in ballast
and homeward with wheat cargoes, which
proceeds in each case by way of the
Cape. From their avoidance of the
Suez route it is inferred that, given some
further advance in the economy of coal
consumption, shipowners whose boats are
not pressed for time may presently largely
favour the longer sea voyage to and from the
East as enabling them to avoid Canal
charges. For years past shipowners have
been crying out against the excessive dues
charged, but with no tangible results.
True, a type of vessel has been designed
with a view to reducing these charges to a
minimum, but it seems to us that no great
attention is likely to be paid to these com-
plaints as long as a saving in coal consumption
and a quick passage is secured by
those using the Canal, and as long as
the waterway is able to accommodate
a very limited amount of shipping. On the
other hand, when it is seen that on the pre-
sent rate of transit dues, 7fr. 75c. per ton,
the net dividends for the year 1908 amount-
ed to 141 francs on the ordinary 500 franc
shares, and 116 francs on the "actions de
jouissance," the feeling arises that some less
return would help to remove some of the
burdens complained of by shipping interests
and still leave a handsome return on the
capital invested. The complaints are
mostly voiced by British shipowners, and
not unnaturally, when it is remembered
that not only does British shipping use the
Canal to a greater extent than that of any
other nationality, but Great Britain holds
the largest number of shares. Great
Britain cannot act alone in the matter of
reduced charges; other interested Powers in
the Canal have to be consulted, but there is
no denying the fact that British representa-
tions ought to carry considerable weight in
the Council of Administration. Whether the
British representatives on the Council
attach more importance to the interests of
shipowners or to the profits of the under-
taking remains to be seen, but in the general
interests of the East we should not like to
see the Suez Canal losing its popularity.

P. C. Farquharson, of the Hongkong Police,
has been appointed inspector in the F. M. S.
Police, and leaves for the South on Tuesday.

For stealing a watch and chain from a coolie
employed at the Sugar Refinery another coolie
was sentenced to two weeks imprisonment with
hard labour by Mr. Halifax at the Magistracy
yesterday.

The Singapore Chinese barrister, Mr. Wee
Theam Tew, who was accused of committing
perjury, has been found guilty and sentenced to
two years' rigorous imprisonment.

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HONGKONG OFFICE: 10A, DES VOUX ROAD C

LONDON OFFICE: 131, FLEET STREET, EC

The local office of the Toyo Kisen Kaisha
inform us that they received the following tele-
gram from their head office on Wednesday
evening:—"Prince Tsaito and his suite left
Yokohama on the 6th inst. at 3 p.m. by the
Toyo Kisen Kaisha's steamer Chigo Maru with
great satisfaction."

The son-in-law and the daughter of Mr.
Roosvelt, ex-President of U.S. of America,
have arrived in Peking. Mr. and Mrs. N.
Longworth were entertained at a banquet given
by Prince Ching, who has presented many val-
uable presents to the couple.

Mr. E. Cornwall Lewis, Assistant Postmaster
General, prosecuted a Chinese before Mr. J. R.
Wood at the Magistracy yesterday for infrig-
ing the exclusive rights of the Postmaster
General by bringing unstamped letters into the
Colony. The defendant was fined \$25.

Experiments are being conducted in Java
with wireless telegraphy for military purposes.
Communication could easily be kept up with
ships at sea and with coast places. It was found
that mountains formed a serious obstruction to
inland communication, but it is hoped to over-
come this obstacle by using stronger currents.

Bishop Lander, accompanied by two chaplains,
proceeded on Tuesday night to Canton, where
his engagements include a confirmation at a
Mission Station on the East River, preaching
at the Shamen Church, and presiding over
a Conference of Chinese Christians. His
Lordship expects to be away from the Colony
about a week.

The Indian watchman who was stabbed while
attempting to arrest a Chinese who is accused
of attempted armed robbery in Des Vaux Road
died in the Government Civil Hospital on
Wednesday. The charge of cutting and
wounding with intent to murder preferred
against the two men arrested in connection
with the affair will therefore probably be al-
tered to one of wilful murder.

TELEGRAMS.

[Published by the Telegraph Message
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NOTICE OF SERVICE TO THE "HONGKONG
DAILY PRESS".

THE GOVERNMENT'S
PROGRAMME.

LONDON, April 8th.

According to Mr. Asquith's pro-
gramme the Veto Resolutions should
be passed by the House of Commons
by the 14th instant, and the Budget
should be finished before the recess at
the end of April.

MR. THEODORE ROOSEVELT
CONGRATULATED.

LONDON, April 8th.

Mr. Roosevelt has received hun-
dreds of telegrams from both
Catholics and Protestants in America
congratulating him on his attitude to-
wards the Vatican.

PARLIAMENT AND TARIFF
REFORM.

LONDON, April 7th.

The House of Commons has
rejected, by 235 votes to 202, a resolution
that a change in the tariffs of the
country is urgent and necessary to
fight hostile tariffs, to improve trade
and employment, and to establish
imperial preference.

The Nationalists abstained from
voting.

ROYAL VISITORS AT
JERUSALEM.

LONDON, April 7th.

Prince Eitel Fritz, accompanied by
his Royal Consort, are paying a visit
to Jerusalem. On arrival they were
acclaimed by the Meerman Colony of
1,500 German pilgrims, and were
welcomed by the municipality.

[FROM THE "CHUNG HOOK SAN PO".]

THE ARRESTED
REVOLUTIONARIES.

PEKING, April 7th.

Information received from Hankow
informed the Authorities that an
attempt was to be made on the
Regent's life, and the police were
warned to watch the arrival and
movements of a band of revolutionaries
who had left that city.

When the dynamite was found near
one of the gates of the palace eleven
revolutionaries, who are natives of
Canton and Hupeh, and who were
under police surveillance, were arrested
at Luksochiao.

THE EMPEROR'S TUTOR.

PEKING, April 7th.

Luk Yan Chang, one of the Grand
Secretaries, has been appointed tutor
to the Emperor.

HOAX ON MR. CHURCHILL.

Between ten o'clock in the morning and six
in the evening of March 11, over twenty-five
tons of coal were offered for delivery at Mr.
Winston Churchill's house, 33, Eccles-
ton Square. All day long heavily-laden wagons
creaked weary up to the Home Secretary's
town residence, only to return full-frightened
after a hurried and indignant remonstrance
between the drivers and one of Mr. Churchill's
servants. Coal merchants and Home Secretary
alike had been hoodwinked by an unknown practical

charlatan. Subsequent inquiries proved that each of the loads had been sent in response to orders
parroting to bear Mr. Churchill's signature,
one of them, indeed, on an official Home Office
document. Only one merchant eluded the trap.
That one was a Scotman. He called to verify
the order, and soon discovered that a hoax was
in operation.

OIL FUEL FOR THE NAVY.

Mr. H. Law (N. Dorval, West) asked the
First Lord of the Admiralty on March 15th
whether it was the intention of the Admiralty
to make a greater use in the future of oil fuel;
had a large quantity of such fuel been recently
ordered; had storage accommodation been pro-
vided at various depots; and had the Admiralty
taken steps to secure an adequate supply of oil
fuel in the future from independent sources.

Mr. McKenna (First Lord of the Admiralty)
replied to the four questions asked in the
affirmative; but it is not in the public interest to
furnish details of the arrangements made or
contemplated.

"MICE AND MEN."

Some of us like a roaring farce which sends us
into fits of laughter, correspondingly aiding the
assimilation of the dinner we have just partaken
of; some a musical comedy where we can join
in the chorus and go home humming the tunes;
some—but a very few—a pathetic play with
hands crushing handkerchiefs; and some—bit
lower still—tragedy where our blood is curdled
by murder and sudden death, to be set running
again at the finish by the spectacle of virtue
triumphant and vice the other thing. There
are, however, a large number of us who enjoy a
good honest straightforward story at which we
can laugh a little, feel a little sad, get a little
thrilled, understand what it's all about, and, after
a temporarily emotional evening go home to bed
feeling we could have played any of the parts
ourselves. Of this sort is "Mice and Men."

The U.S.S. *Charleston*, the flagship of the
United States Asiatic Fleet, with Rear-Admiral
John Hubbard, the Commander-in-Chief, on
board, the U.S.S. *Cleveland*, and the U.S.S.
Chattanooga, arrived in the harbour yesterday
morning and saluted the port; the salute being
returned. The fleet will remain in Hongkong
until the 13th instant, when they will proceed
on a cruise along the China coast. Their next
port of call is Amoy, which they expect to reach
on the 14th and leave on the 19th. On April
23rd the vessels arrive at Woosung, leaving that
port on May 2nd, and reaching Nanking on the
following day. On the 6th they will proceed to
Kiukiang, and after a stay of three days in that
port will proceed to Hankow, which will be
reached on the 11th. Leaving again on the
14th the fleet will be at Woosung on the
11th, and after delaying a day there will proceed
to Chefoo, arriving at the latter port on the
21st May. It is expected that the *Chattanooga*
will be relieved by the *Nashville* during the cruise, and will stand
for the United States shortly thereafter.
The relief is a cruiser of 3,500 tons.
Her horse-power is 7,500 and her speed 20 knots.
She has a complement of 300 men, and was completed in 1898. Her armament consists of six
6-inch, four 4.7, and eighteen smaller guns,
besides two torpedo tubes above water.

The *Charleston*, it will be remembered, is the
vessel aboard which the recent fatal gun
explosion occurred at Manila. She is in charge
of Commander J. H. Gibbons, while the
captains of the *Cleveland* and *Chattanooga* are
Commanders Hugh Rodman and J. D.
McDonald.

CHINESE OFFICIAL CHANGES.

Jung-ching, President of the Board of Education,
has been appointed President of the Board
of Rites, to succeed Ko-Pao-hua, who will be
succeeded by Tan-Ching-ching, Vice President
of the Board of Civil Appointments. Wu-Yu-
sun, who was lately made a Grand Councillor,
succeeds Ko-Pao-hua. This appointment is
causing rather great surprise and shows that
Wu is a special favourite of the Prince Regent.

THE RUBBER DEALERS' BILL.

The Straits Government Gazette contains the
objects and reasons of a new Ordinance, to be
introduced in the Legislative Council, to
control dealings in cultivated rubber. The
object of the bill is the prevention of illicit
traffic in cultivated rubber, by prohibiting the
purchase, treatment or storage thereof except
under licence, subject to exemption of the actual
grower from the prohibition as to storage. The system
has already been legalised in the Federated
Malay States, and is calculated to remove some of the difficulties which beset the
detention of dishonest dealers which is
supplied by the present high price of the
article calls for a counter-preventive. The bill
provides for the inspection of licensed places,
for the keeping of records of particulars of
dealing, and for the mutual interchange, as
between vendor and purchaser, of documents
whereby the *bona fide* of the transaction may
be gauged. A record in the local land offices of
the extent of the cultivation of rubber on the
different holdings will afford a means of checking
the particulars contained in such documents.

A PARAGON PRINTER.

The following letter reached the Borneo
Government Printing Office by last mail,
addressed to the Government Printer.

We rather fancy that the applicant has over-
estimated his speed as a compositor—if not, we
should be pleased to engage him:

Honoured Sir,

With profound respect and humble submit-
tion I prostrate myself before Your
Honour's statue and pray to God to grant you
and her ladyship long life to ordinary longevity
happiness and prosperity and that you may
further improve and succeed in throwing dust
in people's eyes, to beg for an employment in
your honour's Printing Department. I am a
young man from Jaffna, I have passed the VII
standard and Matriculation or Matriculation
Examination at Jaffna College. I can do the
following work with neatness and accuracy:
As A COMPOSITOR—I can read any sort of
manuscript & can compose 60 words in 60
seconds.

As A PROOF-READER—2nd to none, with
eyes of Owl I can detect with ease any
Printers devil.

As A CLERK & TRIFER—my handwriting is
very beautiful (copper-plate) can write
short-hand Ismail Pitman's system & can
type 120 words in a minute.

Book-KEEPING—single & double entry &
American system.

I shall be very thankful for an early reply
—if your Honour is able to get me something
to do. I will come to Sandakan by the next
boat. I will deposit every month $\frac{1}{2}$ of my
salary at your honour's feet and pray every
morning & eve that your shadow may never
grow less.

SPORTING NOTES.

The last boxing tournament held at the V.R.C., while fairly successful, still left room for improvement, and it behoves the promoters, should they think of arranging another contest, to seek the assistance of qualified men in the matching of the fighters.

Most of the preliminary events on the programme were fairly well arranged, but it was the main event that, for a second time, marred the success of the meeting from a sporting point of view. "Roberts v. Boucher," which stood out in bold type on the handbills circulated throughout the Colony, was not a heading calculated to attract followers of the sport, for the veriest tyro in the art could have told the promoters that Roberts would win.

There are many old members in the V.R.C. who, in bygone days were very skilful with the gloves, and who even now follow up the sport with keen interest. If these were approached with regard to the framing of a programme, (and I have no doubt that they would willingly lend their assistance), better matches would be arranged, and the Club would be the gainers both from the points of popularity and finance.

On Saturday night there is to be another series of contests at the City Hall. Mr. R. H. Whitaker has arranged an excellent programme, and one which will doubtless draw a crowded house.

Kid Marriott of the Naval Yard is to meet Seaman Gardner of H.M.S. *Kent* in a ten round contest, and from all accounts Marriott will have to look to his laurels. He has had a long list of successes, and may still maintain his unbroken record of wins, but he will have to go all the way, for Gardner is said to be in the pink of condition, and when in form he is a tough nut to crack.

A good ten rounds are anticipated between Gunners Bedbrook and Hubbard of the R.G.A., but the event which will appeal strongly to the sporting fraternity is the fifteen round bout between Gunner Arundel and Artificer Hudson of H.M.S. *Kent*. These men fought a draw in the last tournament at the City Hall, after an exceptionally interesting and scientific contest, and they are now anxious to decide who is the better man. Hudson, I understand, was not seen at his best on the last occasion, and if this is the case Arundel is in for a hot time. But he knows how to take care of himself, and, having had a touch of the quality of his opponent, will no doubt fight shy of the Artificer's dangerous right.

The main event is a twenty round contest between Seaman Willis of the *Astrea* and Seaman Steer of the flagship for a purse of \$1,000 and a side bet of the same amount. Willis is known both here and in Shanghai as a smart, clever and gentlemanly boxer. He has had a successful career in the East, and was generally looked upon as the man most likely to stop the redoubtable Louis Steer. Steer is a new arrival, but he brings with him from home an enviable record, and the fact that he is pitted against such a capable exponent of the art as Willis indicates that he must be a pugilist of no mean standing. Should this be the case, spectators will witness a fast and scientific twenty rounds.

For the third season in succession the U.S.R.C. have won the Hooky Challenge Cup. On this occasion they were decidedly lucky as the Mahatras had them beaten till within a minute to time, when an infringement gave them a penalty bully from which they scored. A feature of the game in the first half was the pluck shown by the native back, who, although bleeding freely at the nose and mouth as the result of an accident, kept the field, and for a time played with his face bandaged.

The Buffs polo team have won the Polo Challenge Cup twice in succession, and in the event of their winning it in the next quarterly competition it becomes their property. The present trophy was presented by the Middlesex Regiment.

The football match between the Civilians and the Military did not prove to be the draw the promoters anticipated. The Army team was certainly value for a win, but, on the other hand, Brown had hard lines several times during the last few minutes, and with a slice of luck might easily have equalised.

I am informed that I was in error last week in stating that the match between the Civil and Civil Service was a draw. Civil Service were short of several of their players and this accounted for only six battalions. The result had a distinct bearing on the Championship, as the Club defeated Telegraphs on Saturday last, and can now reckon on retaining the Shield for another year.

The billiard championship has not yet reached the stage to command a great deal of public interest. Several good games have been played to date, the best being that between Melvin and Bishop. Bishop nearly sprung a surprise at the finish, and has only himself to blame that he did not win. Melvin is a plodder, and makes the most of all openings, and I have no hesitation in tipping him as a finalist.

The best game of the second round will take place to-night, when Pitt meets Carvalho and Theakstone meets Lamp. All have good reputations with the cue, and there is sure to be a big crowd in the V.R.C. gymnasium.

CRICKET ANALYSIS.									
(FROM THE "TIMES" CORRESPONDENT.)									
H.K.C.C.	D	W	W	W	W	W	L	D	
Telegraphs....	D	W	D	L	W	W	L	D	
Kowloon.....	L	L	W	L	L	L	D		
Craigengower	D	L	L	W	W	L	L		
Civil Service	L	L	L	D	L	W	L	D	
Police.....	L	W	L	L	L	L	L		
R.G.A.	L	W	W	W	W	W	D		
E.E.	W	D	W	W	W	L	D		
Buffs.....	D	L	D	W	W	W			
		W	W	D	D	D			

AMATEUR BILLIARD CHAMPIONSHIP.

Second Round.

LASHBROOK v. COOPER.

The second game on Wednesday night was very uninteresting, neither player showing anything like form, and in consequence scoring was slow. Cooper had a small lead until within 100 of his points, when he took full advantage of all openings, and won by 17. Scores.—Cooper, 500; Lashbrook 429. The best breaks were—Cooper, 27, 21 and 18 (2); Lashbrook 19 (2) 18 (2) and 17.

Messrs Ivanovich and McLennan were awarded their games in the second round owing to Messrs. Cameron and Silver failing to put in an appearance.

Third Round.

MCLENNAN v. IVANOVICH.

The first game in the third round of the tournament was played off last evening, the above-named players providing a most interesting exhibition. With the game at 401 against 356 in favour of Ivanovich, the latter came away with masterly executed breaks of 13, 16, 19 and 30, and won easily by 101 points. The winner gave an excellent display of the losing hazard game, and was responsible for breaks of 10, 12, 13 (4), 15, 16, 19, 21 (2), 25, 26, 28 and 30. The loser's best efforts were: 12 (4), 13 (3), 14, 15, 17, 19 and 23.

THE HARE AND THE TORTOISE.

A RUBBER ROOM STORY.

The other day, says the *Times* of Ceylon, a well-known planter and V.A. was driving to Colombo along the Avissavella road in a magnificent car, such as modern V.A.'s can afford to own, his object being to buy as many shares as he could get in a certain company concerning which he had just obtained some special information. On the way he overtook a friend jogging along in a small car or not too modern a type at a modest fifteen miles an hour, and in a sudden access of generosity, as he swept past, he shouted out his information, thinking that his fellow-motorist would not be able to use it till long after himself. The small car man felt only moderately grateful till, coming round a bend in the road, he saw the big car with the V.A., with his coat off, and his chauffeur working hard at a luncheon. "Thanks muchly for the tip," he shouted. "Sorry, no time to stop and help you. Must get down to Colombo as soon as possible to buy those shares before they go up." In vain did the V.A. shake his fist and dare him to take such a mean advantage. Opening the throttle to the fullest his friend made the little 8 h.p. hum along. His elation, however, was short lived, for presently he heard a triumphant toot-toot and the V.A. again pass by, shouting in passing, "Guess you'll find those shares up a hundred rupees!" The small car driver was extremely rattled until he again came up to the rival motor, this time hopelessly disabled in the side drain, but alas the owner was not there, having sprinted to the nearest station and been just in time to catch a train, and after all he arrived in Colombo first. So the hare won the race this time. There is an alternative heading to this story and that is, "How the Scotman beat the Irishman."

HOW TO DO IT.

If all the governments of the world were to follow the example of the Argentine Republic, they might save themselves the expense of maintaining an expert staff for naval construction and at the same avail themselves indirectly of the experience of the British Admiralty. Two battleships were wanted by that young and enterprising State and as they could not be built in Government dockyards, invitations were sent to all the great shipbuilding firms in other countries to submit plans and make tenders for construction. About twenty firms replied, submitting in all about sixty designs. Having educated themselves up to this point, the Argentine Government asked for a second offer, and then a third, the same process being gone through on each occasion. The total cost to these firms is estimated at something up to £100,000, and as only two of them have received an order, it is evident that ninety per cent. have been involved in considerable loss. The Argentine authorities have thus been enabled to do a remarkably smart piece of business by the general eagerness to secure a contract. And that is precisely where the loss to the British Admiralty comes in. In their eagerness to get the order the British firms would no doubt point to the latest improvements in our new ships, indicating the experiments which had proved successful and those which had failed, with the result that much of the research knowledge acquired by an expensive and expert staff of official designers has been disseminated gratis to outsiders.

THE COLONIAL GIFTS.

Contracts for the Australian and New Zealand "Dreadnoughts" have been placed with John Brown and the Fairfield Company, respectively. The displacement of the vessels will be about 18,000 tons and they will cost about two million each.

NEW DALAI LAMA.

H.E. Chao Erh-fong has cabled to the Peking Government that a New Dalai Lama has been selected, and praying the Throne to issue a decree for his audience.

OBSEIVER.

VARIETIES OF RUBBER.

(FROM THE "TIMES" CORRESPONDENT.)

The interest taken at the present time by the British public in rubber is very great, yet it is remarkable how little the public really knows about the article. Rubber is now a fairly safe topic for conversation anywhere. In the hotel smoke-room or a railway carriage, with men or women, one can start a rubber conversation and find that almost every casual acquaintance can talk glibly of the prices of the different plantation companies shares, of acreage and cost per acre, trees and yield per tree from the fourth to the tenth year; and, in fact, anyone whose business is entirely in the raw article itself can almost begin to think that he knows nothing about the subject.

But he can readily have his revenge, if he can get his acquaintance to pay a visit to the City and take him into a sample room of one of the brokers, or merchants, where the astonished rubber-share expert would see raw rubber laid out in the various forms in which it arrives—for raw rubber varies in value from 10s. 6d. per lb. for unpeeled sheet down to 1s. 2d. per lb. for Niger flake, and in between these two prices it would be possible to find a grade of rubber to answer nearly every penny.

CREPE, SHEET, AND BISCUIT RUBBER.

Rubber reaches the home market in almost every possible shape and colour. In most cases the queer names which one reads in the market reports are fairly descriptive. Thin pale crepe, for instance, arrives in long strips, generally about 4ft. long and 5in. to 12in. broad. It varies in thickness from one-sixteenth of an inch, and has a roughish surface from which the name "crepe" is derived. This rubber is pale yellow in colour, and when held up to the light it is quite transparent, which proves its purity, and accounts for the very high price obtainable for this grade—viz., at present about 1s. 3d. per lb.

The so-called "sheet" rubber is similar to crepe, but slightly thicker and not so transparent. It is prepared in a different manner and, unlike crepe, must be put through the washing mills by the manufacturer before it can be used.

Hard cure Para is prepared by the native labourers on the Amazon by dipping a so-called "paddle" in the rubber, and then holding it in the smoke of a fire, which hardens the coating of milk on the paddle. The paddle is then dipped again, for a second coating, and again smoked, and so on until quite a large "biscuit"—generally weighing about 7oz.—has been built up. The labourer then takes his knife and splits the biscuit down one side, in order to remove his paddle, when he proceeds to make his next biscuit. Rubber thus prepared contains a large proportion of moisture, but it is stronger than any of the plantation rubber, and is worth to-day about 1s. per lb.

AFRICAN PRODUCTS.

From the Congo we get large supplies of clean solid black rubber, coagulated originally in large blocks and then cut up into small cubes in order to allow it to dry and ripen. We also get from the Congo rubber in reddish sausages, collected directly from the tree, the reddish appearance being caused by small portions of the bark adhering. The value of this Congo rubber varies to-day from 5s. 6d. to 6s. 9d. per lb.

From the Gold Coast we get rubber prepared by the natives merely digging a trench in the earth and running in the latex, which in time coagulates from the outside and forms a hard skin and finally a fairly hard lump throughout, but this grade holds all the moisture which was originally in the latex, and as a result when cut open, such lumps are found to contain 50 per cent. of their own weight in water. Notwithstanding this, however, such rubber is to-day worth about 3s. 1d. per lb. This is the so-called "Gold Coast lump."

On the Ivory Coast, the French Soudan and in the Sierra Leone neighbourhood the natives collect rubber from the same trees, but give much more pains to the preparation of it, the resulting produce being known as "Sierra Leone Niggars" or "Coneys." This rubber is in large balls, consisting of strips carefully wound together, varying in size from that of a woman's head to a ball, and is orange in colour, otherwise "golesches." The varieties mostly used for this purpose are fine Para, Peruvian ball, and medium rubber from Portuguese West Africa and the Congo.

OTHER MANUFACTURES.

Another very important item of consumption for which nothing but the very finest rubber can be used (that is, hard cure Para) is the so-called indiarubber thread, used in the weaving of all sorts of elastic fabrics. The German people as a whole still keep to their elastic-sided boots, and are therefore very large consumers of this particular article.

It is impossible in the scope of this article to deal with the hundred and one minor uses for rubber, but the main point upon which they are nearly all alike is that they tend to the comfort of the human race, and have become practically indispensable. This is why, in spite of the enormous rise in the price of rubber, the consumption shows no signs of decreasing, but rather increases steadily. The extra cost of a motor tyre manufactured from rubber costing 10s. against one manufactured from rubber costing only 5s., is not, as one might think at first blush, 100 per cent., but only 30 per cent., because the manufacturer's other expenses have not risen. The ground cost of his factory, his labour, his power, and the cost of his wages and other articles have not risen.

What is true of motor tyres can be said of nearly all other rubber articles. People have got to pay in the end something from 5 per cent. to 35 per cent. extra for their rubber goods, but rather than give up their motor cars, or get their feet wet, or play golf with a solid ball, or in the case of a large proportion of the population, go to bed in the winter without a hot-water bottle, they pay the little extra amount that the retailer has to demand, and consumption goes on just the same.

general rule it might be laid down that rubber which can be used in any high-class work, such as motor tyres, elastic thread, surgical goods, &c., can be equally well used in the inferior grades of manufacture.

Manufacturers vary their mixtures according to the price of the different grades, their effort always being—and at the present prices this is more than ever the case—to produce the cheapest possible mixture consistent with their standard of manufacture. While it is true that high-class rubber can be used for almost anything whatsoever is not the case, and the inferior grades of rubber can only be used in inferior work, such as, for instance, garden hose, door mats, rubber flooring, &c., where elasticity is not required.

The produce of the Amazon is divided approximately into three grades, which find very different uses, these being—*Fine Para*, about 24,000 tons; *negroheads* of various descriptions, about 8,000 tons; and *Peruvian* ball about 8,000 tons.

MOTOR TIRES.

Fine Para is the standard grade for the whole market. It is bought and sold on name only, without sample being shown, and is the one grade of rubber which, generally speaking, can be used for the manufacture of any and every description of rubber goods. As its price to-day, however, is about 10s. per lb., it stands to reason that manufacturers economise in the use of this grade as much as they can, particularly as in its crude state it contains about 15 per cent. of impurities—mostly water—so that by this time the manufacturer has washed and dried it, he has to work with raw material costing him nearly 12s. per lb. However, for the manufacture of real high-class goods, such as the inner tubes of motor tyres, the manufacturer has no alternative but to use hard cure Para. No rubber has the necessary strength and resilience to stand the strain.

A small quantity of the very best plantation rubber—namely, the fine, smoked sheet—produced by the Highlands and Yunnan companies, and to a smaller extent by a few other companies, will give the same test for strength, but the total arrivals per annum of this smoked sheet are only a little over 100 tons, so that as they hardly relieve the situation at all.

For the outer cover manufacturers are able to use, in conjunction with fine Para, a certain proportion of the other Amazon rubbers—*negroheads* and ball—as well as fine plantation rubber, and some of the very best medium rubber. It is estimated that the present annual consumption of rubber for the manufacture of motor tyres amounts to not less than 30,000 tons per annum, so that it will be seen that, apart altogether from the question of cost, it is impossible for manufacturers to use nothing but *Fine Para* in their construction.

GOLOSHES.

It will be seen from the above that motor tyres alone account for a large part of the total output of the Amazon, and it will be seen that many people to know that the article next in importance, absorbing approximately 15,000 tons per annum, is rubber shoes, known in America simply as "rubbers" and in this country generally as goloshes. This is a branch of the rubber industry of which we have little to remind us in England, but in America, Russia, and Scandinavia, the wearing of rubber shoes in winter is practically universal. An American friend recently expressed the matter to the writer as follows:

I reckon there are about four million inhabitants in New York, and about five thousand of these don't wear rubbers, because someone has told them it is English and smart, so they prefer to go about with wet feet. In the hotels and restaurants in Russia the cloak rooms are furnished differently from those here, because in addition to a hook for the coat and a peg for the hat there is always to be found on the floor a little wooden box arrangement into which the Russian kicks off his goloshes.

A good deal has appeared lately about the so-called American Rubber Trust, the full name of which is the United States Rubber Company. It will be news to most people to know that the "rubber" here does not stand for the commodity, but for the manufactured article "rubbers," otherwise "goloshes." The varieties mostly used for this purpose are fine Para, Peruvian ball, and medium rubber from Portuguese West Africa and the Congo.

Another very important item of consumption for which nothing but the very finest rubber can be used (that is, hard cure Para) is the so-called indiarubber thread, used in the weaving of all sorts of elastic fabrics. The German people as a whole still

NOTICE

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5th Ed. Lieber.

NEW ADVERTISEMENTS

For SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN."

Captain J. G. Olifont, will be despatched for the above Ports on TUESDAY, the 12th inst., at NOON.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN.

(Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobo (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

For Freight or Passage apply to

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 8th April, 1910. [509]

NORDDEUTSCHE LLOYD BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 18th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo

Ex. S.S. "AACHEN" from Rio de Janeiro.

Ex. S.S. "SCOUTAB" from Smyrna.

Ex. S.S. "CABOTO" from Venice.

Ex. S.S. "HERZOG" from Zanzibar.

NORDDEUTSCHE LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 7th April, 1910. [5]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NORE."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company Godowns at Kowloon, whence Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 7th April, 1910. [1]

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undermentioned before NOON on the 18th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,

Agents.

Hongkong, 7th April, 1910. [4]

GRACA & CO.

27, DES VIEUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzles Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited.

[475]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 3rd April to the 13th April, both days inclusive.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

Hongkong, 23rd March, 1910. [450]

CHINA TRADERS' INSURANCE, CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FOURTH YEARLY ORDINARY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to 13th April, both days inclusive.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

Hongkong, 23rd March, 1910. [451]

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4 o'clock P.M., precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1909, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 14th to the 21st day of April, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors.

W. S. JACKSON,

Secretary.

Shanghai, 29th March, 1910. [489]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

(Established 1862)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4.15 P.M. or immediately after the Ordinary General Meeting called for 4 P.M. on that day, for the purpose of considering and, if thought fit, passing the following Resolution:-

That the Memorandum and Articles of Association of the Association be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification to Lightkeepers.

The Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association to the exclusion of those heretofore prevailing.

Should the above Resolution be duly passed, it will be subsequently submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting which will be held at the Head Office, at 4 P.M., on TUESDAY, 10th May, 1910.

Prints of the proposed extensions, alterations and amendment to the Memorandum and Articles of Association have been circulated to Shareholders.

By Order of the Board of Directors.

W. S. JACKSON,

Secretary.

Shanghai, 29th March, 1910. [490]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. N. S. 2484 dated Hongkong 1st April, 1898, for Ten Shares, numbered 59365 to 59374 inclusive and Certificate No. N. S. 2283 dated Hongkong 14th October, 1898, for Forty Shares numbered 9230 to 9239, 56349 to 56358, 57302 to 57308, 65645 to 65646, 65649 to 65650, 61160 to 61161 and 4786 to 4795 inclusive, all registered in the name of MATIAS SAENZ DE VIEMANOS Y LECAROZ, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 30th April, 1910, new Certificates for the Shares will be issued and the aforesaid Certificates Nos. N. S. 2484 and N. S. 2283 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors.

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st April, 1910. [479]

IN THE MATTER OF THE CHINA LIGHT & POWER COMPANY, LIMITED, and Reduced.

AND IN THE MATTER OF THE COMPANIES' ORDINANCE No. 1 or 1865.

THE Petition for an Order confirming the Special Resolution herein reducing the Capital of the above-named Company to \$300,000 having been heard before the Supreme Court of Hongkong and the Special Resolution having been duly confirmed by the said Court NOTICE IS HEREBY GIVEN that the sum of \$5 as Capital will be returned and paid on 8th April, 1910, to all Shareholders (standing on the register) of Shares of the value of \$1 each on the register) of Shares of the value of \$1 each on the 8th day of April, 1910. The Register will be closed on the 7th day of April, 1910, and the 8th day of April, 1910. All Shareholders must produce their Scrip for endorsement upon making application for payment as above.

Dated this 4th day of April, 1910.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 7th April, 1910. [4]

INTIMATIONS

BOXING! BOXING!!

CITY HALL,

TO-MORROW (SATURDAY),

THE 9TH APRIL, AT 9 P.M.

Main Event:

SEAMAN WILLIS v. SEAMAN STEER.

4 Preliminaries.

Late Car. Late Ferry.

Booking and Plans at ROBINSON PIANO CO.

Co. Hongkong, 5th April, 1910. [493]

NOTICE.

THE MOTHER SUPERIOR requests the pleasure of the presence of Friends and Others interested in the Institution at an Entertainment by Past and Present Pupils to be held at the Convent, Chai Wan Road, on TUESDAY, the 12th April, 1910, at 4.30 P.M., in Celebration of the 50th Anniversary of the Foundation of the Canadian Sisters of Charity.

Her Excellency Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., has kindly consented to preside.

Hongkong, 7th April, 1910. [507]

NOTICE.

THE
HONG KONG AMATEUR DRAMATIC
CLUB
WILL PRESENT
"MICE AND MEN",

ON
TUESDAY, WEDNESDAY and SATURDAY,
12th, 13th and 16th April, at 9 p.m.

Booking at Robinson's from 10 a.m. on Tuesday,
the 5th April.

Hongkong, 8th April, 1910.

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.



BEWARE OF
IMITATIONS.
THE SAME TODAY AS IN 1745.
UNPARLED FOR

OLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [45]

AUCTIONS

BY ORDER OF THE MORTGAGEE.
PUBLIC AUCTION.

M R. GEO. P. LAMMERT has instructions to Sell by PUBLIC AUCTION, ON THURSDAY, the 14th day of April, 1910, at 12 o'clock NOON, at his AUCTION ROOM in Duddell Street, THE VERY VALUABLE LEASEHOLD PROPERTIES, comprising 40 HOUSES, Nos. 1 to 19 (inclusive) PRATA KENNEDY TOWN, Nos. 1 to 39 (odd numbers only) BELCHERS ST. and No. 1 ... VICTORIA, HONGKONG, To be Sold in TEN LOTS.

The Properties consist of—
All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 250, having an area of 11,953 square feet at an Annual Crown Rent of \$192.

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 261, having an area of 11,675 square feet at an Annual Crown Rent of \$186.

And All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 262, having an area of 15,225 square feet at an Annual Crown Rent of \$212.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors.

MESSRS. DEACON, LOOKER & DEACON, 1, Des Voeux Road Central, Hongkong, and also from The Auctioneer.

Hongkong, 4th April, 1910. [491]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M R. GEO. P. LAMMERT has instructions to Sell by PUBLIC AUCTION, ON WEDNESDAY, the 20th day of April, 1910, at 12 o'clock NOON, at his AUCTION ROOM in Duddell Street, THE VALUABLE LEASEHOLD PROPERTY IN ONE LOT known as No. 115, JERVIS STREET, Victoria, Hongkong.

The Property consists of all that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Sub-Section No. 1 of SECTION A of MARINE LOT No. 34, and has an area of 760 square feet.

Proportion of Crown Rent payable \$13.40 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors.

Messrs. DIAGON, LOOKER & DEACON, No. 1, Des Voeux Road, Central, Victoria, Hongkong,

and also from The Auctioneer.

Hongkong, 6th April, 1910. [502]

D A V I D C O R S A R & S O N S' MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. 1535 Sole Agents.

CHAPOTEAUT'S MORRHUOL

Superior to Emulsions or Cod Liver oil. Each tiny Morrhul-capsule represents the medicinal value of a teaspoonful of oil. Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies. Sold in bottles of 100 Capsules. Sold by all Chemists.

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from SIEMSEN & Co. (Machinery Dept.), Hongkong, Sole Agents.

Hongkong, 8th December, 1909. [1494]

BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.
SYPHONS ... at \$2.00 each.
BULES at 0.90 per box.

WHOLESALE BUYERS:

Can obtain at London prices from KWONG SANG HONG, LTD., WHOLESALE AGENTS, 246 and 248, Des Voeux Road, Central, Hongkong. [181]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6.37 and \$7.50 per 100, SPORTING REQUISITES and AIR-GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong 26th October, 1909. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [38]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. LTD.

mitsu bishi dockyard AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.I. A.R.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length 722 feet.
Length on Blocks 714 "
Width of Entrance on Top 563 "
Width of Entrance on Bottom 582 "
Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length 523 feet.
Length on Blocks 513 "
Width of Entrance on Top 88 "
Width of Entrance on Bottom 77 "
Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length 371 feet.
Length on Blocks 350 "
Width of Entrance on Top 66 "
Width of Entrance on Bottom 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MAEU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear. Always ready Short Notice.

1909

THE OIL "BOOM."

There is, says a London contemporary, another "boom" in oil in the City. But, there is a "boom" in oil coming which has nothing to do with the ups and downs of shares on the Stock Exchange and the action of speculators; but is a new industrial factor of immense importance. Petroleum is about to play a greater part in industrial life. Up to now it has been used chiefly as an illuminant; it will be used more and more for fuel and power.

A new demand arose for oil with the invention of motor-cars, and motor-cars are increasing every year. All commercial vehicles will in the near future be driven by motors, and add enormously to the consumption of petrol as the heavier the vehicles the more petrol they will consume.

The Admiralty, which has been experimenting with oil fuel for several years, had recently given a contract for a supply of Scottish oil for the Navy. This is the beginning of a revolution. Oil has many advantages over coal as fuel for battleships. It is more powerful than coal, less bulky and therefore requires less space to store. It enables the battleship to carry heavier armaments; it is cleaner, it saves labour in stocking, gets rid of smoke, and enables the engines to get up speed quicker. It can be stored in any part of the ship, so long as it is connected with the boiler-house by a pipe. This simplifies the problem of "coaling" at sea. Ships can go a greater distance without "re-coaling." The Admiralty is now building great storage-tanks at our coaling stations, and in a few years the whole Navy will be driven with oil. The boilers in all recently-built battleships have been adapted for using oil fuel.

If oil fuel is preferable for warships, it is equally advantageous for the mercantile marine. Smokeless steamers fired with oil fuel will soon be the rule.

Oil, TRUST TYRANNY.

If oil has these advantages for use at sea, the same applies to its adoption in industrial life. Manufacturers will use it as a substitute for coal. Our industrial cities will no longer be blackened with smoke. Then railways are beginning to use oil as fuel. The Mexican railways have used oil for some years; the Australian railways are now using it and the Canadian railways are considering its adoption.

The extent to which oil fuel can become a competitor with coal and a substitute for it depends on price and supply. Up to now there has not been a free market in oil. The Standard Oil Trust, the most powerful organisation which ever existed, has cast a blight over the oil industry by stifling competition in America, and in other parts of the world. It is now harassed by prosecution in the United States, but the Government has allowed it to attain its gigantic power before making existence more difficult for it. According to the official evidence which has been produced against it at many investigations there is no crime which its agents have not committed in creating and maintaining its monopoly. Certain it is that the Standard Oil Trust has been the most corrupting and demoralising factor in commercial and political life in America. And its machinations have not been confined to America. It has tried to monopolise the oil business in every country of the world, and probably still controls two-thirds of the world's supplies.

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It is the most perfectly organised piece of industrial mechanism ever conceived. It has its ambassadorial service, with representatives in every country, attending every Parliament when oil is concerned. It has its secret service, with its spies in the offices of competitors. It has a vast publicity organisation used to subsidise newspapers and attack competitors. It is an unscrupulous as it is powerful. The Standard Oil Trust contains within itself all the worst elements of monopoly, and gives the public none of the benefits of the economy of combination.

GYMNASTICS IN THE SKY.

My companions, however, evinced no consternation. They certainly appeared to be annoyed; and one of them, Mr. Henry Spencer, clambered out of the car and calmly proceeded to walk along the outer framework and investigate the motor. With one arm flung negligently over a bamboo support about as thick as a curtain pole, and his knee crooked round another, he sat there, as much at home, apparently, as if he were in an armchair, and began to turn the engine inside out with a spanner.

Meanwhile, our onward progress had ceased, and we hung there in mid-air over a curious picturesquely structure, which I had some difficulty in identifying as the Albert Hall.

It is curiously hard, from above, to identify even well-known landmarks. For one thing, their aspect is, of course, utterly new; and for another, even the bleakest buildings stand out in the maze of houses, churches, factories, and shops that make up the landscape.

The damage to the motor was irreparable. Thenceforward we ceased to be passengers in an airship, and became balloons. Slowly a gauzy wind wafted us northward, and steadily we began to sink, until, above the Marsh Arches, we were only a few hundred feet above the ground.

Mr. Spencer emptied out ballast, however, and we rose again, still drifting northward, until we were only a few feet above us lay Finsbury Park, with the towers of the Alexandra Palace beyond.

And now the heat of the sun, striking upon the envelope, inflated the gas so that the "Carbie" was drawn steadily up and up until it had passed through the cloud belt, and rode in the sun.

THE DESCENT.

The aeronaut registered 5,700 feet above the earth. Motion was imperceptible, for we could barely see any fixed object whereby to judge our progress.

"Still rising," said Mr. Spencer, and, judging it time to descend, he pulled the cord of the escape valve.

A cold wind drove up from beneath our feet.

... Where next we saw the earth distinctly furrowed brown fields, patches of wooded land, and hedge-lined lanes lay beneath us. Blue smoke curled up from warm red roofs, and we heard the lowing of cows, the barking of dogs, and the crowing of cockerels.

"Nice clear place to come down in," said the pilot. "I wonder where we are. It should be near Epping, I think."

Slowly at first, but ever faster, and faster, the green earth rose to meet us. The frame-work of the "Carbie" touched ground, then jolted and lurched along, tearing down a fence, and finally came to rest sideways on the ground.

Labourers and farmhands, who had passed our coming from afar, ran up, and held the framework fast. Mr. Spencer, emerging from the upturned car, opened the escape valve once more, and the envelope collapsed, rustling on the ground, as the Slave of the Lamp went free.

He had carried us from Wandsworth to Nazareth in a little more than two hours.

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SHIPPING.

ARRIVALS.
CHARLESTON, U.S.S. Frigate, 9,700, J. H. Gibbons, 7th April—Cavite 4th March.
CHATTANOOGA, U.S.S. cruiser, 3,200, J. D. McDonald, 7th April—Manila 4th April.
CLEVELAND, U.S.S. cruiser, 3,200, H. Rodman, 7th April—Manila 4th April.
CHOYANG, British str., 7th April—Canton.
FLINTSHIRE, British str., 2,404, G. C. Cundig, R.N.R., 6th April—Japan and Shanghai 3rd April—General—Jardine, Matheson & Co., Gobert, German str., 5,150, B. Wilhelmi, 7th April—Singapore 2nd April, Mails and General—Molchers & Co., HAIYANG, British str., 1,363, A. E. Hodges, 7th April—Swatow 6th April, General—Douglas, Lippak & Co., ISCHIA, Italian str., 4,050, Giuseppe Belato, 6th April—Bombay 18th and Singapore 31st March, General—Carlowitz & Co., NORE, British str., 4,179, G. Phillips, 7th April—London 26th February, General P. & O. S. N. Co., PAKLAT, German str., 1,018, J. Wenzel, 6th April—Bangkok 26th March, General—Butterfield & Swire, ULV, Norwegian str., 685, Peterson, 7th April—Nawchung 30th March and Dairen 1st April, Evans—Augard, Thoresen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
7th April.
Choyang, British str., for Shanghai.
Gobert, German str., for Shanghai.
Hayang, British str., for Swatow.
Hanoi, French str., for Quang Chow Wan.
Paoting, British str., for Seigon.
Tijapau, Dutch str., for Batavia.
Tsamen, Chinese str., for Shagon.
Tsauruih, Japanese str., for Miike.
Uto, Norwegian str., for Canton.
Wonghoi, German str., for Holloway.

DEPARTURES.

7th April.
ANHUI, British str., for Shanghai.
AYEMIC, British str., for Moji.
CHINHUA, British str., for Canton.
CHIYUEN, Chinese str., for Canton.
FLINTSHIRE, British str., for Swatow.
HAIMUN, British str., for Swatow.
MANDASAN MARU, Japanese str., for Miike.
MANILA, British str., for London.
PHUMPHENH, British str., for Saigon.
PROTEUS, Norwegian str., for Swatow.

SHIPPING REPORTS.

The Italian str. *Ischia* reports: Heavy sea and N.E. wind in Northern China sea.
The British str. *Haiyang* reports: Had strong N.E. breeze and cloudy clear weather.
The British str. *Flintshire* reports: Experienced strong N.E. breeze to a gale from Tung Yung Island to Hongkong, with high sea and gloomy weather. Bar. 29.91.

VESSELS IN DOCK.

April 7th.
KOWLOON DOCK—*San Cheung*, H.M.S. Otter, H.M.R.M.S. *Patria*, H.M.S. *Fame*, *Quanta*, *Loyal*, *Taiwan*.
COLONIAL DOCK—*Glenogle*.

TAIKOO DOCK—*Hangyang*, *Sungkian*.

VESSELS ON THE BERTH

FOR VLADIVOSTOK.

THE Steamship

"TUNGUS."
Captain Halverson, will be despatched for the above Port TO-DAY, the 8th April, at 4 P.M.
For Freight or Passage, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th April, 1910. [455]

JAVA ASIATIC S.S. COMPANY.

FOR SAN FRANCISCO.

(Taking through Cargo to Los Angeles.)

THE Steamship

"STRATHSPEY"
Will be despatched for the above Port on or about FRIDAY, the 8th April.
For Freight and Further Particulars, apply to
SHEWAN, TOME & CO., Agents.

Hongkong, 4th April, 1910. [430]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY,

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERUAN GULF and BAGDAD, also BARCELONA, VALENZA, ALMANTIC, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Belisto, will be despatched as above on TUESDAY, the 12th inst., at NOON.
For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & CO., Agents.

Hongkong, 1st April, 1910. [44]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE," Captain H. C. Norris, will be despatched as above on or about 21st April.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 3rd March, 1910. [359]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIE," Will be despatched for the above Port on TUESDAY, the 26th April, 1910.
For Freight apply to—
ARNHOLD, KARBERG & CO., General Agents.

Hongkong, 16th March, 1910. [409]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & CO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, E.N.R.	P. & O. S. N. Co.,	On 16th inst., at Noon
LONDON, ROTTERDAM & ANWERP	GLAMORGANSHIRE	Brit. str.	k. w.	H. C. Norris	JARDINE, MATHESON & CO., LTD.	About 21st inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	GRAN FEED, LIMAIZE	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Knaissel	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALEXIA	Ger. str.	k. w.	Girstahn	HAMBURG-AMERIKA LINIE	On 26th inst.
HAMBURG VIA STRAITS, &c.	ANDALUSIA	Dan. str.	k. w.	Melchers & Co.	HAMBURG-AMERIKA LINIE	On 10th May.
TRANQUEBAR	TRANQUEBAR	Dan. str.	k. w.	Fus	HAMBURG-AMERIKA LINIE	End of May.
SPERIA	SPERIA	Ger. str.	k. w.	Broo	MESSAGERIES MARITIMES	On 12th inst.
FRANCE	FRANCE	—	—	T. Murat	NIPPON YUSEN KAISHA	On 12th inst., at 1 P.M.
MARSELLLES & HAMBURG VIA PORTS OF CALL	MIZAZAKI MARU	Jap. str.	k. w.	Doinat	HAMBURG-AMERIKA LINIE	On 26th inst.
MARSELLLES, LONDON & ANWERP VIA SINGAPORE, &c.	AMERICA	Jap. str.	k. w.	E. F. Cope	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSELLLES, LONDON & ANWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	k. w.	T. L. Harrison	NIPPON YUSEN KAISHA	On 11th May, at D'light
MARSELLLES, LONDON & ANWERP VIA SINGAPORE, &c.	IVY MARU	Jap. str.	k. w.	Melchers & Co.	On 12th inst.	
MARSELLLES, COPENHAGEN & BALTIQUE PORTS	CATHAY	Dan. str.	k. w.	F. v. Binsar	MESSAGERIES MARITIMES	On 20th inst., at Noon
PRINZ LUDWIG	PRINZ LUDWIG	Aus. str.	—	Rauich	DODWELL & CO., LTD.	On 26th inst.
AUSTRIA	AUSTRIA	Am. str.	—	Shewan, Tomes & Co.	DODWELL & CO., LTD.	On 12th inst.
NEW YORK	NEW YORK	Brit. str.	—	Shewan, Tomes & Co.	DODWELL & CO., LTD.	About 8th inst.
DAUGA CASTLE	DAUGA CASTLE	Am. str.	—	S. Shotton	CANADIAN PACIFIC R. CO.	On 5th May.
SUPERIC	SUPERIC	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 23rd inst., at 7 A.M.
MONTEGO	MONTEGO	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 24th May, at Noon.
TSAT	TSAT	Brit. str.	1 m.	—	—	On 25th inst., at Noon.
YAMATO MARU	YAMATO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
YAMATO MARU	YAMATO MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
YAMATO MARU	YAMATO MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
COBLENZ	COBLENZ	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 13th May, at Noon.
NIKKO MARU	NIKKO MARU	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
NIKKO MARU	NIKKO MARU	Ger. str.	—	H. Raeburn	MELCHERS & CO.	About 30th inst.
WALDEMAR	WALDEMAR	Jap. str.	—	F. Isake	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
WALDEMAR	WALDEMAR	Jap. str.	—	H. Fraser	JAVA-CHINA-JAPAN LINIE	Quick despatch.
WALDEMAR	WALDEMAR	Jap. str.	—	Zwart	HAMBURG-AMERIKA LINIE	To-day, at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	Halverson	BUTTERFIELD & SWIRE	On 12th inst., at 3 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	Kotis	MELCHERS & CO.	On 12th inst., at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	E. Forrester	JARDINE, MATHESON & CO., LTD.	On 16th inst., at Noon.
WALDEMAR	WALDEMAR	Jap. str.	—	V. McClymont Liddell	JARDINE, MATHESON & CO., LTD.	To-day, at Noon.
WALDEMAR	WALDEMAR	Jap. str.	—	M. Courtney	F. & O. S. N. Co.	To-day, at 5 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	G. Phillips, E.N.R.	OSAKA SHOSEN KAISHA	To-morrow, at 8 A.M.
WALDEMAR	WALDEMAR	Jap. str.	—	T. Suraga	HAMBURG-AMERIKA LINIE	To-day.
WALDEMAR	WALDEMAR	Jap. str.	—	B. W. H. Snow	BUTTERFIELD & SWIRE	On 6th inst., at D'light
WALDEMAR	WALDEMAR	Jap. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 10th inst., at D'light
WALDEMAR	WALDEMAR	Jap. str.	—	H. Formes	BUTTERFIELD & SWIRE	On 11th inst., P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	v. Hoff	MELCHERS & CO.	On 12th inst., at Noon.
WALDEMAR	WALDEMAR	Jap. str.	—	A. Pander	JAVA-CHINA-JAPAN LINIE	On 12th inst., at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	H. Harder	BUTTERFIELD & SWIRE	On 13th inst., at 10 A.M.
WALDEMAR	WALDEMAR	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 12th inst., at 10 A.M.
WALDEMAR	WALDEMAR	Jap. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 10th inst., at 10 A.M.
WALDEMAR	WALDEMAR	Jap. str.	—	Douglas Lapaine & Co.	DOUGLAS LAPAIN & CO.	On 10th inst., at 10 A.M.
WALDEMAR	WALDEMAR	Jap. str.	—	Douglas Lapaine & Co.	DOUGLAS LAPAIN & CO.	On 12th inst., at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.	On 12th inst., at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	R. Rodger	SHEWAN, TOME & CO.	To-morrow, at Noon.
WALDEMAR	WALDEMAR	Jap. str.	—	A. W. Underbridge	BUTTERFIELD & SWIRE	On 12th inst., at 3 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LTD.	On 15th inst., at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	A. Fraser	SHEWAN, TOME & CO.	On 16th inst., at Noon.
WALDEMAR	WALDEMAR	Jap. str.	—	Pannofather	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	H. A. Hards	MELCHERS & CO.	On 11th inst., at 4 P.M.
WALDEMAR	WALDEMAR	Jap. str.	—	F. Sembill	Belsto	On 12th inst., at Noon.
WALDEMAR	WALDEMAR	Jap. str.	—	J. Dring	CARLOWITZ & CO.	On 19th inst.
WALDEMAR	WALDEMAR	Jap. str.	—	W. G. G. Leask	NIPPON YUSEN KAISHA	To-morrow, at Noon.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOME and YOKOHAMA	{ SHANGHAI	15 P.M., 8th April	Freight and Passage.
SHANGHAI	{ DELTA	About 14th April	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 16th April	See Special OF CALL
	Capt. Owen Jones, L.N.R.		Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 8th April, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI & CHINKiang	"LIANGCHOW"	On 6th April, 4 P.M.
SHANGHAI	"CHINHUA"	On 10th April, D'light
CEBU & ILOILO	"SUNGKUANG"	On 11th April, 4 P.M.
MATILLA	"TEAN"	On 12th April, 3 P.M.
TINGTAU, WEIHAIWEI, CHEFOO & NEWCHANG	"NANCHANG"	On 12th April, 3 P.M.
TIENTSIN	"HUICHOW"	On 12th April, 4 P.M.
SHANGHAI	"CHENAN"	On 14th April, 4 P.M.
SHANGHAI	"LINAN"	On 17th April, D'light
MANILA	"TAMING"	On 19th April, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY DAY ISLAND, COOKTOWN	"TAIYUAN"	On 21st April, 4 P.M.
CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	DIRECT SAILINGS TO WEST RIVER	Twice Weekly.
	S.S. "LINTAN" and S.S. "SANU"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Northern China Ports.

N.E. Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th April, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	FRIDAY, 8th April, at 10 A.M.
"HAIMUN," Capt. Evans	SWATOW	SUNDAY, 10th April, at 10 A.M.
"HAICHING," Capt. W. C. Paschore	SWATOW, AMOY and FOOCHOW.	TUESDAY, 12th April, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 8th April, 1910.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR" Middle of April.

SHANGHAI, YOKOHAMA and KOBE "PEKING" End of April.

MARSEILLE, COPENHAGEN and "CATHAY" About first half of May.

BALTIMORE PORTS "TRANQUEBAR" End of May.

COPENHAGEN and BALTIMORE PORTS "TRANQUEBAR" End of May.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 2nd April, 1910.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

SHANGHAI VIA SWATOW "CHOYSANG" Friday, 8th April, Noon.

MANILA "YUENSANG" Friday, 8th April, 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUMSANG" Saturday, 9th April, Noon.

SHANGHAI "KWONGSANG" Sunday, 10th April, D'light.

MANILA "LOONGSANG" Friday, 15th April, 4 P.M.

TIENSIN "CHEONGSHING" Tuesday, 16th April, Noon.

SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Wednesday, 17th April, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGER.

Hongkong, 8th April, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

SS. BUJO MARU 10,500 tons gross ... Sail April 27th, at Noon.

SS. HONGKONG MARU 11,000 " " June 25th, at Noon.

SS. KIVO MARU 17,200 " " Aug. 24th, at Noon.

SS. BUJO MARU 10,500 " " Oct. 22nd, at Noon.

SS. HONGKONG MARU 11,000 " " Dec. 21st, at Noon.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

1403

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOARD
TJIBODAS...	JAPAN	First half of April	JAVA	First half of April
TJILATJAP...	JAVA	First half of April	JAPAN	First half of April
TJIPANAS...	JAPAN	First half of April	JAVA	First half of April
TJILIWONG...	JAVA	First half of April	SHANGHAI	First half of April
TJIMAH...	JAVA	Second half of April	JAPAN	Second half of April
TJIKINI...	JAVA	First half of May	SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Second Cabin Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DEPARTURE.

STEAMERS TONE SAILING DATES.

MIYAZAKI MARU WED'DAY, 13th April, at Daylight.

MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID 9,000 " " 27th April, at Daylight.

KITANO MARU 9,000 " " 11th May, at Daylight.

S IYO MARU 7,000 " " 11th May, at Daylight.

Capt. T. L. Harrison, 7,000 " " 11th May, at Daylight.

KAMAKURA MARU 7,000 " " 23rd April, from Kobe.

Capt. K. Kori, 7,000 " " 23rd April, from Kobe.

INABA MARU 7,000 " " 26th April, at Noon.

Capt. K. Kawara, 7,000 " " 26th April, at Noon.

TAMBA MARU 7,000 " " 15th May, at Noon.

Capt. K. Saito, 7,000 " " 15th May, at Noon.

YAWATA MARU 5,000 " " 15th May, at Noon.

Capt. T. Sekine, 5,000 " " 15th May, at Noon.

NIKKO MARU 6,000 " " 13th May, at Noon.

Capt. M. Yagi, 6,000 " " 13th May, at Noon.

BOMBAY MARU 5,000 " " 12th April, at Noon.

Capt. Terusaka, 5,000 " " 12th April, at Noon.

NIKKO MARU 6,000 " " 13th April, at Noon.

Capt. M. Yagi, 6,000 " " 13th April, at Noon.

HIRANO MARU 9,000 " " 14th April, at Noon.

Capt. H. Fraser, 9,000 " " 14th April, at Noon.

HAKATA MARU 7,000 " " 19th April, at Noon.

Capt. J. Dring, 7,000 " " 19th April, at Noon.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$120 \$110 \$100 \$90

2ND " 80 70 60 50

With Option of rail between Calling Ports in Japan.

S Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection

RODI & WIENENBERGER
PFORZHEIM I.B.
MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELRIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS,
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:
HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mail from EUROPE via SIBERIA:

Date of Despatch from London. Date due in Hongkong.

18th & 19th March.

10th inst.

Vessel.
Chenan.

The *Salsate*, with the French mail of the 11th ult., may be expected here on or about Friday, the 15th inst.

FOR	PER	DATE.
Bangkok	Quinta	8th, 9.00 A.M.
Hoichow and Bangtak	Wongkoi	8th, 9.00 A.M.
Swatow, Amoy and Foochow	Haizang	8th, 9.00 A.M.
Quang Chow Wan, Hoichow, Pakhoi and Haiphong	Hanoï	Friday, 8th, 11.00 A.M.
Swatow and Shanghai	Choyeang	Friday, 8th, 11.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Jippanas	Friday, 8th, 11.00 A.M.
Macao	Sui Tai	8th, 1.15 P.M.
Manila	Yuenwang	Friday, 8th, 3.00 P.M.
Ningpo, Shanghai and Chingkiang	Liangchow	Friday, 8th, 3.00 P.M.
Shanghai	Nore	8th, 4.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Friday, 8th, 5.00 P.M.
Singapore, Penang and Calcutta	Kunsang	Saturday, 9th, 11.00 A.M.
Manila	Zafro	Saturday, 9th, 1.15 P.M.
Macau	Sui Tai	Saturday, 9th, 5.00 P.M.
Swatow and Bangkok	Lowok	Saturday, 9th, 5.00 P.M.
Swatow, Singapore and Bangkok	Angkin	Saturday, 9th, 5.00 P.M.
Shanghai	Kiongkang	Saturday, 9th, 5.00 P.M.
Chinkua	Registration	4.15 P.M. (Registration, with late fee of 10 cents, up to 5.00 P.M.)
Hainan	Letters	6.00 P.M.
Germany	Mondays	11th, 2.00 P.M.
Sungkian	Monday	11th, 3.00 P.M.
Haiching	Tuesday	12th, 9.00 A.M.
Japan	Tuesday	12th, 10.00 A.M.

SIBERIAN MAIL TO EUROPE

Swatow
Aksar, Kotor, Yap, Saipan, Truk, Ponape,
Kusai, Jaluit, Bularitari, Tarawa, Ocean
Island, Nauru, Simponhafen and Sydney
Cebu and Iloilo
Swatow, Amoy and Foochow
Shanghai, Kobo and Moji

HALL'S DISTEMPER

Hall's Distemper sets hard
as cement and never fades or
changes colour. It is dust
proof, and perfectly washable
if lightly sponged with tepid
water.

It is when first applied a
thorough disinfectant destroying
all vermin and microbes.
It can be guaranteed to contain
1% per cent of Croyleo Acid.

It is cheaply and easily
applied with a white-wash
brush, saving 40 per cent. of
the cost of labour.

The One Decoration which
excels all others for Hospitals,
Convalescent Homes, Nursing
Institutions, etc., is Hall's
Distemper, because—

IMPORTANT NOTE.—In all
cases of infectious disease
Hall's Distemper is not only
the cheapest, but the most
thoroughly effective disinfect-
ant and artistic decoration
to employ.

AGENTS.—**WILLIAM C. JACK & CO. LTD.**
14, DES VŒUX ROAD, HONGKONG.

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FORTHCOMING EVENTS.

Saturday, 9th April.—Boxing at City Hall, 9 P.M.

Saturday, 9th April.—Annual Football Dinner
of the Hongkong Football Club, at the
Hongkong Hotel, 8 P.M.

Tuesday, 12th April.—Entertainment—"Mico
and Men" at the Hongkong Amateur
Dramatic Club, 9 P.M.

Wednesday, 13th April.—Thirty-Seventh Ordinary
Yearly Meeting of Union Insurance
Society of Canton, Ltd., NOON.

Wednesday, 13th April.—Forty-Fourth Yearly
Ordinary Meeting of China Traders'
Insurance Co. Ltd., 12.30 P.M.

Thursday, 14th April.—Auction of Valuable
Leasedhold Property at Auction Room by
Mr. Geo. P. Lammer, noon.

Saturday, 16th April.—Half-Yearly Meeting
of Hongkong Jockey Club, 12.30 P.M.

Wednesday, 20th April.—Auction of Valuable
Leasedhold Property at Auction Room, by
Mr. Geo. P. Lammer, noon.

Thursday, 21st April.—Twenty-sixth Ordinary
General Meeting of The Yangtze Insur-
ance Association Ltd., Shanghai, 4 P.M.

Thursday, 21st April.—Extraordinary General
Meeting of The Yangtze Insurance
Association Ltd., Shanghai, 4.15 P.M.

OPIUM.

April 7th.

Quotations are:—

Malwa New \$2,800/2,820 per picoul.

Malwa Old \$2,850/2,850 "

Malwa Older \$2,860/2,870 "

Malwa V. Old \$2,880/2,900 "

Persian fine quality \$1,500/1,600 "

Persian extra fine \$2,600/2,700 "

Petna New \$2,850 per chou.

Petna Old \$2,900 "

Senares New \$2,900 "

Senares Old \$2,900 "

STREAMERS PASSED THE CANAL.

March 8th—Adriana, Ashtyane, Bulgaria.

China, 11th—Andaluzia, Chung Wo.

China, 11th—Andaluzia, Chung Wo.

China, 11th—Andaluzia, Chung Wo.

Palawan, 18th—Hirano Maru, Satsare, 22nd

Borneo, 22nd—Carnarvonshire, Katsue, Kinabalu, 22nd

Cambodia, Glenlogan, Meinau, Ngan, 22nd

Pekin, 22nd—Carnarvonshire, Katsue, Kinabalu, 22nd

Kings, Kaga Maru, Lauku, Peleus, Vermont,

22nd—Alcester, H. F. Ferdinand, Pathan,

Arrivals at HOME.

April 5th—Glenfurel, Katsue, Kinabalu.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

April 7th.

ON LONDON.—Telegraphic Transfer, 1.94

Bank Bills, on demand, 1.94

Bank Bills, at 30 days' sight, 1.94

Credits, at 4 months' sight, 1.94

Documentary Bills 4 months' sight, 1.94

ON PARIS.—Bank Bills, on demand, 2.22

Credits, at 4 months' sight, 2.25

ON GERMANY.—On demand, 1.80

ON NEW YORK.—Bank Bills, on demand, 43

Credits, at 60 days' sight, 44

ON BOMBAY.—Telegraphic Transfer, 1.31

Bank on demand, 1.31

ON CALCUTTA.—Telegraphic Transfer, 1.31

Bank on demand, 1.31

ON SHANGHAI.—Bank, at sight, 74

Private, 30 days' sight, 75

ON YOKOHAMA.—On demand, 86

ON MANILA.—On demand, 86

ON SINGAPORE.—On demand, 74

ON BATAVIA.—On demand, 106

ON HAMPSON.—On demand, 73 1/2

ON SAIGON.—On demand, 7

ON BANGKOK.—On demand, 873

SOVEREIGN, Bank's Buying Rate, \$1.35

GOLD LEAP, 100 fine, per tael, \$89.20

SAR SILVER, per oz, 24.15

SUBSIDARY CO.

pay cent.

Chinese 20 cents pieces, \$9.90 discount

Chinese 10 " \$9.15

Hongkong 20 " \$9.56

Hongkong 10 " \$9.90

ON SALE.

BOUNDED VOLUMES of the HONGKONG
WEEKLY PRESS, July to December,
1909. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"
Office.

Hongkong, 29th January, 1910.

The Cigarettes of Distinction

Bouton Rouge
and Felucca

A LUXURY TO
THE MAN
OF TASTE.

IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80 PER 100
FROM ALL TOBACCONISTS.



INSURANCE

NORTH BRITISH AND MERICAN
TILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908

\$19,121,310.

I. Authorised Capital ... £6,000,000

Subscribed Capital 3,275,000

Paid-up Capital 1,212,500 0 0

II. Fire Funds 3,204,753 7 10

The Underwritten AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE and MARINE at Current Rates.

SHE WAN, TOMES & CO., Agents.

Hongkong, 15th January, 1909.

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KING EDWARD HOTEL.

Mr. E. Archibald

Miss Marie Bergmann

Mr. & Mrs. T. H. Bonch

Mr. & Mrs. C. Campbell

Mr. & Mrs. A. Charlton

Major & Mrs. Chitty

Mr. G. Christensen

Mr. F. Cox

Mr. & Mrs. W. E. Eckart

Mr. & Mrs. K. Fisher